



# **CITY OF SCOTTSDALE**

## **MOUNTAIN VIEW ROAD**

### **COMMUNITY WORKSHOP #1**

#### **MEETING SUMMARY**

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#### **MOUNTAIN VIEW COMMUNITY CENTER**

Thursday, August 26, 2004

7:00 p.m. – 9:00 p.m.

#### **Attending:**

Sign in sheets were completed by those in attendance and are available at the City of Scottsdale, Transportation Department.

#### **City of Scottsdale and Consultant Staff:**

- Mary O'Connor, City of Scottsdale Transportation General Manager
- Janet Secor, City of Scottsdale Transportation Department Advisor
- Paul Porell, City of Scottsdale Traffic Engineering Director
- George Williams, City of Scottsdale Traffic Engineer
- Jim McIntyre, City of Scottsdale Public Affairs
- Reed Kempton, City of Scottsdale Transportation Planner
- Dawn Coomer, City of Scottsdale Senior Transportation Planner

Meeting Facilitation by:  
Meeting Summary by:

Lance Decker, LL Decker & Associates  
Teresa Makinen

**Throughout this meeting summary a bullet indicates an attendee comment. An “A” preceding a comment indicates a reply from the City of Scottsdale or Consultant Staff, unless otherwise noted.**

## **WELCOME & OPENING COMMENTS**

Lance Decker, facilitator for the meeting, welcomed the participants to the meeting. All in attendance were asked to sign in, get a name badge and some refreshments, and meet their neighbors. Lance reviewed the agenda, and then introduced Mary O'Connor to update the group on the traffic-calming project.

## **PRESENTATION BY MARY O'CONNOR**

Mary O'Connor, Transportation Manager for the City of Scottsdale, began by stating that it's really nice that all of you took the time to come out and talk to your fellow neighbors about your concerns or lack of them regarding Mountain View Road. Mary then introduced the City staff present at the meeting.

Mary stated that we've had several months of discussion about Mountain View Road. The City did develop a traffic-calming proposal some months ago, but has taken that off the table so that we can continue to receive input and identify residents' views on items that either need to stay the same or change on Mountain View Road. That will help us determine if we need to do anything, or come forward with a different proposal. This is an unusual process, the first time we've done something this extensive with a traffic-calming proposal.

She stated that residents need to step back from their concerns about the original traffic-calming proposal and use this meeting and the website survey to tell the City what you'd like this roadway to do, your vision. We're going to give you each of those questions to respond to and ask you to report out from your group. This is a little different process, because we're here to hear what you think, so we can get together a proposal. But we're not proposing one thing or another at this time, we want to hear what you want to see or not see.

We will have a follow up meeting to let people know what happened here and via the other public comment mechanisms. Lance Decker will walk you through the process.

## **DISCUSSING THE PROCESS**

Lance stated that what happened in the past is people with strong opinions or ideas get out there and move their ideas, but tonight this is a leaderless group. There are three questions to ask you in groups, then anyone who'd like to come up in front of the group after that can come up and make a comment. Someone asked if there is an opportunity to distribute literature; that can be done at the end. Lance then reviewed the meeting rules for the evening.

Lance asked everyone to meet some neighbors you haven't met before. Try to find another table, don't sit with your spouse or your neighbor, find someone else to sit by. There will be a series of three questions to discuss with your table, then one person at each table will report out what you discussed.

- I actually expected this meeting to be one where all participants could present views to City of Scottsdale rather than their neighbors. A – Lance replied, that will happen at the end.

Lance stated that the first question to discuss is **“What is your vision for Mountain View Road”**? He then gave the groups ten minutes to discuss the question. Each table reported out separately, the following responses were provided:

- There are several different people with different opinions, they don't want a freeway, and they don't want a feeder road as large as say Shea or Via Linda, but they want reasonable passage. We need a lowly purpose street that will function for everyone and not simply a stopping place for people coming in here and restrict movement.
- There are 5-6 pieces of a key vision. 1. Be an efficient conduit for traffic to traverse so local bus and resident traffic can get through; 2. A mechanism to keep thru traffic out of neighborhood; 3. Have intersection sight lines unobstructed by landscaping or decorative structures; 4. Be an efficient and unobstructed route for emergency vehicles to access all areas; 5. Have a speed limit consistent with the built environment of the street; and 6. Safe multiuse street for vehicles, bikes, runners, pedestrians, and the major intersection at Via Linda, 96 and others that are safe.
- We have a minority opinion - have a speed limit consistent with the built environment of street, but my vision is to have traffic travel at posted speed limit and evaluate what the speed should be.
- As it is now, it is a beautiful road that needs no improvements, the vision is right now, but a minority opinion is we could raise speed limit.
- The majority opinion is it should continue to be a multipurpose road and there is some question about the appropriate speed limit. The majority of people feel it is a secondary thoroughway and should remain that way. It was built to be that and any major changes would be against what the road was designed for.
- The consensus of our table is the usage of road is just as it should be. We have access to all malls, all the shops available, and it's just great the way it is. We had one who didn't want to raise the speed limit, but the rest said keep it the way it is or raise it - we don't want this to be Sun City.
- This whole table uses this thoroughfare of Mountain View. We think road is fine the way it is, there are no driveways to cause extra cautions, raise speed to 40-45 that's what road was designed for, enforce it, and remind bikes and pedestrians of their responsibility.
- It's a neighborhood street not to be used by heavy trucks. It should be multiuse, drivers, walkers, keep speed limit. Specifically at Via Linda west, restripe the right lane because two lanes go into one; and make the right lane, right turn only so only one goes straight to 96th. Put in a header island, and by 104th if signs could be posted telling people there is a dip in the road. Also, how well can we enforce 35 mph?
- We reached no consensus. It's just too fast out there on Mountain View, it's dangerous for pedestrians, bikes, motorists. There is a lot of noise in Scottsdale Ranch because of the traffic. If you do traffic calming, housing value increases because of extra safety. They say too many community vehicles could be discouraged by traffic calming. The other group lives at the head of Via Linda and Mountain View, and we all agree it's very dangerous and people try to scream through in the right turn lane like a drag race.
- We thought the road is good as it is, one member thought traffic calming would be best west of Via Linda so we could get to our stores and things. Any obstacles in the road from Via Linda to Stonegate would be to the detriment of bikes, and there are many on that road. We want to know what the average speed on Mountain View is and what percent over 35mph. I came up with if it's a noise problem perhaps Scottsdale Ranch could raise the wall about two feet. That's been done along Pima Road to keep people from 101.
- 1. Mountain View is the main entrance to our neighborhood street, but it is not a neighborhood street, and therefore should be an efficient fast route out of our homes. We like it as it is. We don't think it should be high speed, but would be better at 35 mph.
- Our group agreed Mountain View is a beautiful road, but functions as a collector and connector for traffic. The concerns were any impediments to emergency vehicles, another was any significant obstructions that would have an economic impact on the Mercado. We want it safe, but could accommodate a slight increase in speed.

- A majority felt they like road the way it is. It's primarily an access road for communities that live along Mountain View. It has recreational value for biking, walking, and want that to stay the way it is. There is a concern about speed, want to make sure speed is safe. We have questions - what is the current average speed on the road, and how will any changes affect emergency vehicle access?
- Our table was polarized, no consensus. Design problems cause obstruction in the road, there is concern about children crossing the street. It has a lot of imperfections with blind corners. For the emergency vehicles, we're worried about traffic calming. It's basically a design problem on the road.
- West of Via Linda and East of Via Linda have totally different problems. If the City looks at that, there may be other answers. Raise the speed limit. Another concern is passing for people turning right. Other than that, the road functions well, we want it to be a multiuse road, and suggestions for nighttime safety for pedestrians, more lighting.
- We actually had unanimous consensus, we think the street should allow traffic to flow smoothly throughout Scottsdale Ranch. Any restrictions will force traffic through the neighborhood by our houses. Possibly standardize the speed, possibly to 35mph.
- Most of our comments were directed East of Via Linda on Mountain View. Our table felt it was consensus that it's really a neighborhood thoroughfare and just needs a little tweaking. Most could be done with stop signs north and south of 108th and a 4-way stop at 104th and signs for pedestrian crossing at both those locations. There were some concerns about emergency vehicle access, pedestrian lighting and we did not view it as collector status. It should not be a road to be used for other communities that don't access it directly to get to the freeway.
- We acknowledge that with all these tables you've covered most of the points. Our comments were identical to others. Keep the road multiuse but safe for traffic and bikes. Enforce the rules against commercial vehicles trucks, keep it safe, protect our investment. Each person gave their vision. Four said keep it a thoroughfare, but enforce the speed limit we have now, and enforce rules against certain kinds of traffic. Two said keep road, but enforce speed and keep at 30mph rather than 35mph. One gentleman said to keep it safe for pedestrians, put in well marked crosswalks at appropriate places. He likes the islands in Stonegate and would like to have some.
- I came here tonight saying, "I don't understand why I'm here", and I promised the Stonegate Director I'd come. All the people brought up excellent points for things that need improvement. Mountain View is a great road, but that doesn't mean it's perfect, the main thing we're doing is coming up with great ideas. This is a great example of democracy, let's not waste it.
- My table had consensus that the roadway is satisfactory as it is. A few suggestions, increasing and making speed limit consistent with one other portion of Mountain View Road, putting it up to 35mph. They understand there are some problems and they believe there needs to be increased enforcement to remind people those problems need to go away. Nearly the whole group was agreeable the street is effective the way it is, one couple is concerned they have difficulty with their ability to move into the flow of Mountain View road from their particular street, and that's a problem for them. These are the minor things that need to be looked at rather than major issues.
- We came to consensus that it should be a little faster than now, perhaps 35mph; should be a collector, more of a thoroughfare, most of us are on the East side of Via Linda. We should facilitate right and left turns with perhaps restriping areas where the streets come in. There should not be a bicycle lane and there should be an efficient route for emergency vehicles to come in and out of the mini-sub. Aesthetically, it's pleasant for most of us and leave it as it is. Regarding lighting, we need more lighting, especially where the streets come in, to turn in and out.
- We all viewed Mountain View as a thoroughfare. We all feel the speed should be raised to 35mph, and that you can do away with that center lane if it's causing a problem with passing; put double lines down the center, clearly mark left turn, put pedestrian walkways in there, and post no passing signs. I've never seen those on Mountain View. On 104th and Mountain View, put 4-way stops.
- We agree with the informational vision statement that was developed at the Scottsdale Ranch Citizens Voice meeting, the only caveat would be Mountain View should be perceived as only a secondary backup alternative to Via Linda as a conduit for non-residential traffic to refer streets to local businesses. It's size relative to Via Linda, Mountain View can't accommodate the traffic flow, need turning arrows at Mountain View and Via Linda, a 4-way stop or stoplight at 104th and

Mountain View, 3-way at 108th and Mountain View, and minor changes like this would control speeding.

- We think Mountain View is a fine road as it is. With a few improvements such as more streetlights for pedestrians, and as far as speeding, we'd like to see more enforcement happening, like cameras. We have some pedestrians in our group and they feel unsafe even on the sidewalk.
- We had a minority opinion - to summarize the controversy in Scottsdale Ranch, it boils down to a few residents who want to live in a perfect world. The facts are Mountain View is a beautiful, important thoroughfare that serves many adjacent communities. I've traveled it the last 14 years and find it very safe and accommodating. Why spend taxpayers' money to butcher up a close to perfect situation. Could minor changes improve it, sure, maybe crosswalks, 35mph speed to get some tailgater off your back. The traffic count, as reported by Scottsdale, is very low. Nothing will ever eliminate bad attitude tailgaters or speeders. Except if you create an obstacle course, you slow down speeders but have more tailgaters on your back and devalue your property. Who needs an obstacle course 2-3 times daily?
- A lot of us are using the same words but have different meaning. To me a thoroughfare means point a to point b. A – Lance replied, what we want to know is what information do you need? At the end of this meeting, staff has to make a decision.

Lance then listed the next two driving questions for the groups to discuss. He stated that it sounds like we've already talked about the second question while working on the first question. This will give everyone more time to speak at the end. He asked the group to count off by twos and switch places to another table. He asked the group to try to hear a perspective from someone besides the person you came with. The questions were: **"How would you like Mountain View to perform? How should it support the surrounding community, and the City as a whole?"** and **"Would you change anything about Mountain View Road? If so, what? If not, why not?"**

While preparing, he asked a participant how long Mountain View Road is, the participant replied, about 2 ½ miles. He then asked how many curves are on the road, and the reply was "too many".

Once the groups had time to discuss the next two questions, again one individual at each table reported out for the entire table:

- We don't have a lot of new ideas to suggest, we've heard it all. Our table represents various areas, Stonegate and Scottsdale Ranch, we'd like to see Mountain View remain as is in terms of no dividers or medians, no obstructions. We'd like to see the speed moved to 35mph because that would keep it consistent, at 112th Street East it goes up to 35mph and on the other end it goes up as well. We had some suggestions for making two lanes on Mountain View without that middle lane and widen the bike lane which would make it safer for bikers and would prevent some of passing that goes on in the middle space. Other issues that need to be dealt with, left turn lanes from Scottsdale Ranch onto Mountain View, but think that can be done with moving of the lane lines.
- Regarding the first question, we basically felt the street should perform as it was designed, a collector. There were four recommendations in terms of change. 1-add a left turn arrow at Via Linda so people from Mountain View have the ability to turn left safely. 2-raise speed limit to 35mph. 3-put in crosswalk at 104<sup>th</sup>. 4-no physical changes like speed bumps or roundabouts.
- Control traffic to posted speed limit, whatever it is. If this cannot be done without modifying Mountain View, then suggest adding some traffic-calming device, add street lights to improve street lighting, turn signals at Mountain View and Via Linda and suggestion of a 4-way stop at 104th.
- One of the concerns of our table was cut-through traffic from Shea. We want the City to address that especially if growth continues to the east and extension of Mountain View over to canal. As to changes, we were not unanimous but mostly in favor of raising the speed limit to 35mph. Other things we put on table, crosswalks at 104th, stop at 108th and 104th and restriping, having no center lane. Also walkway lighting for pedestrian, not high lighting, but low level lighting.

- I'm backed up against Mountain View, have been there six years. We talked about adding crosswalks, enhancing looks of the street by putting center islands in there. Keeping the speed limit at 30mph. The long stretch on Mountain View is about 1 ½ miles, by making it 35mph you gain nothing, only a few seconds and put people's lives in danger. There are a lot of pedestrians and bikers - we need to consider them and make it a safer street.
- General consensus ideas - want a neighborhood thoroughfare that's safer, safe is impossible, but safer is probable. Something more homogeneous. Need a stop at 104th and 108th with zero crosswalks, 4-way at 104th and double at 108th. Some of us at the table would consider strongly to remove center turn lane and replace with landscaped medians. One of the other things for children and future, might be more crosswalk attendants to come during school hours and then we might not see people going around school busses.
- The consensus was leave a very good road the way it is, except possibly raise the speed limit to 35mph and the other was at 104th street, perhaps have on demand cross light where kids could walk, not a 4-way stop but something like that.
- The group at this table was more homogenous. They felt we needed safe multipurpose thoroughfare, with multifunctions. Changes were more enforcement of current speed limit and ordinance, using traffic enforcement cameras, rather than obstacles in the street. We believe the street is performing and serving the community as it should currently and it will continue to do that as it is. There was a suggestion for pedestrian safety, that crosswalks be striped and be made a bit safer, but in general the street is serving the community as it should currently.
- Our table feels that you can't get away from the fact this is a thoroughfare. So let's get to the point of how to improve it. One thing is double stripe all the way up Mountain View instead of single solid lines which we all know is no passing. We think there ought to be a right turn lane from Via Linda onto Mountain View, because we think the anger may start there. People stop at the stoplight and people going on to Via Linda get mad at them. The left hand turn signal from Via Linda onto Mountain View, that's a difficult turn to make and people get frustrated. The neighborhood needs to be more kid friendly, at 104th is into Scottsdale Ranch where the Community Center is and the tennis courts, so we think there should be a stop sign or that on demand idea. The nighttime tends to be worse, people come in at the end of their commute and attitudes get bad. Another irritation is the drainage ditches where people stop and trucks go slow through there and people don't want to go that slow - it creates a bad attitude.
- Our table believes the road is performing very well as it is. We'd like the speed limit moved to 35mph, should be some subtle lighting to help with safety. Should be absolutely no islands or speed bumps. Should be consistent road markings. Based on the pedestrian incidents, don't believe there is a need for added safety, it's pretty safe now.
- There are no major problems on the street, raise the speed limit to 35mph, no bumps or roundabouts, better striping at Mountain View and Via Linda, and enforce the speed limit.
- 35 mph is a more rational speed on that particular street. One individual thought it would be better at 30mph. One individual from Stonegate feels one of the reasons she doesn't want to go to Shea is because the City has a signal at 110th street at Shea that takes you forever to get onto the main roadway. In general, the consensus is it's a collector street and working as it should now.
- Specific changes; 1-we want the speed to remain 30mph and be enforced. 2-keep middle lane to assure we have effective access for emergency vehicles, no roundabouts, no speedbumps. Before we consider any changes, we would want to see evidence that would warrant change, such as accidents, injuries, fatalities per year.
- A comment about the accident rate - we have accident rate data you haven't seen yet. Not sure why the City hasn't shown you. [referred to information which had been previously distributed by a participant]. When you look at the graphs, we have graphs that show accidents that have occurred in last 39 months at each intersection along Mountain View. When you look at the data, you'll find it jumps out at you. They are all occurring at 96th and Mountain View, and Via Linda and Mountain View. Here are the changes. Basically, the road is fine, with a few safety issues, suggestions, we've got. 1-crosswalks marked at school bus stop. 2-intersection of Via Linda and Mountain View has been mentioned, we'd like to see the right turn lane be a forced right hand turn. Otherwise people

speed on through and fight for position in other parts of Mountain View. 3-mark center lane with double stripes. 4-put up no passing signs along road. 5-put up a camera at Via Linda and Mountain View to take pictures of those illegally speeding through. When you look at the data all accidents occur at Via Linda and Mountain View. We want no physical changes like roundabouts or bumps. We were split on speed, some say raise to 35mph, some say leave at 30mph.

Mary O'Connor, City of Scottsdale, then stated that if there is an accident report at your table, the City did not prepare or review that information or put it on your table.

- We agree it is a multipurpose street for bikes, pedestrians, driving, some say leave, some say increase speed limit to 35 or 40 mph. We have some of the same suggestions as the other tables, street lights, change speed limit, crosswalk at 104th, make it on demand cross walk with caution lights. Flashing red lights at the apartments, West of Via Linda. Increase speed, but control it with cameras. But some say, if the cameras activate at 11 mph over, it might be too fast. Encourage people to use other routes. No roundabouts. Maybe it's not the speed, but the larger population in that area, could be a factor of what we're saying. No changes at 108th Street, left turn lane at Mountain View and Via Linda.
- One person thought if we could stop squabbling and split the difference on the speed, and make it 32 1/2mph. The consensus at our table was 35 mph was good so long as it was enforced, meaning the traffic speed was consistent so you knew what to expect. Pay attention to landscaping and site distance on some of the corners. 104th Street has a perceived problem. There were several different suggestions. Some said 4-way stop, some said that would back up traffic excessively with the volume. Some said crosswalk, we all agree some sort of signage to slow people down for the dip at the very least would be a smart thing to do. Does Mountain View have rubberized asphalt? A – Mary O'Connor replied that it does. The participant continued: Is there a prohibition against raising walls along Mountain View for noise purposes? Need a dedicated right turn lane on Mountain View onto Via Linda as you head west. Better signing on the road for bikes, with emblems in bike lanes so people remember to stay out of there when driving. Putting some radar signs out there that reminds people how fast they're going.
- The most passionate thing we had was illegal passing. I've never seen it, but people here say it happens weekly. Maybe no passing signs down Via Linda somewhere. Also talked about uniform speed and controlling that with some alternative methods other than speed bumps or islands. As I was listening, kids' bus stops, maybe we shouldn't have them on Via Linda if we're going that fast. The bus comes right by my house, why stop on Via Linda?
- Have it perform as it is as a multi use road, auto, bikes, pedestrians, we'd like a way to safely turn onto and off of Mountain View, some people have a difficult time getting out and in their neighborhoods. The critical intersections at 104th and 108th, two issues, one is speed and one is crossing, especially for children going to the park. 1-signage for speed and or passing and or dips; 2-barriers; 3-stop signs; and 4-enforcement.
- We were all in agreement we don't want speedbumps, roundabouts, or islands, and we all agreed something at 104th, perhaps a stop sign or some sort of signage. Need crosswalks at 104th and perhaps 108th. Some felt Mountain View should be made into double lane and one person suggested perhaps widening the bike lane. In other words, take out the passing lane there. We also agreed with many of you, right turn only lane on Mountain View in both directions as you approach Via Linda. And we were split 50/50 on speed limit being 30mph vs 35mph.

Mary O'Connor then spoke to the participants about the next step in this process. There will be another public meeting/community workshop where we'll follow up with information from this meeting and any other summarized information from public comment received including the website surveys, e-mails, letters and calls. At that meeting we will present a range of options to you. That meeting is scheduled for September 23rd, at this location but the location may not be appropriate [due to parking], so we're searching other sites, and we'll get that info out to you.

## **CLOSING COMMENTS**

Mary O'Connor thanked everyone for their time and input this evening. Lance Decker then explained to the participants if they had individual comments to make, he had set up the microphone and linked it directly to the tape recorder and individuals could take turns speaking to the group for those who wished to stay. The meeting adjourned.